Width of Pacumatic Tires. Low Bodies and peed of Motor Vehicles All Help to taise Dust-California Commissioner mmends Oil as Surface Bressing

Though the automobile will do much toward solving the transportation problem so far as the country districts are conerned its increasing use has provided two problems for road engineers to study seriously—the raising of dust and the rapid-wear on roads. In Massachusetts, where good road and automobiles abound, the State officers assett that the improved highways of the Bay State are being worn out before their time because of the great number of automobiles which are constantly driven over the roads, and there is consider able serious discussion regarding the advisability of levying a special fax on automobilists for the maintenance of the State highways. As a matter of fact, the two problems confronting the road officials. dust raising and rapid wear practically amount to the same thing, for when the dust raised by fast moving cars ascends from the road surface it is quite often blown away to one side or the other of the highway, and in this manner the top dressing is entirely

dissipated after a time.

For the motorist as a class, the dust question undoubtedly has another side than that presented by the wearing out of the roads which are much used by automobile drivers. There can be no possible doubt that a great deal of the prejudice existing in the minds of farmers and villagers toward automob and their drivers and users is due to the dust raising qualities of motor cars. Many a farmer who would not be an active objector to motor vehicles is very autspoken against them because he has repeatedly been half smothered in the dust raised by some inconsiderate automobilist who had driven his car rapidly along some country road without any thought of the dust cloud that trailed along behind his speeding ma-chine. There are Long Island farmers who avoid some of the best roads leading to town in the dry summer months because these roads are so popular with automobilists that the dust clouds never settle, owing constant stream of cars travelling infone direction or the other.

Many automobilists are of the opinion that the motor car fraternity is being unfairly treated when charged with wearing out the roads so fast and raising dust. They say that farm wagons and buggies have raised dust ever since there were roads in this country and no one ever seemed to become much exercised over it. They point out also that inter-urban trolley cars are responsible for raising a lot of dust, but that there has been no talk of levying an extra tax on these vehicles. Road officials, however, when told these things say that the rubber tires of an automobile raise a great deal more dust than do the comparatively narrow tires on farm wagons or buggies and that automobiles raise infinitely more dust, as their bodies are so very much nearer the ground than are either farm wagons or buggies. Also, that most automobiles are driven over country roads two or three times as fast as would be possible with a farm wagon or a buggy, the speed and low bodies being the cause of the ever present dust cloud in

The promoters of the Long Island Motor Parkway. Inc., are planning to make their special automobile highway down through Long Island as near to a perfectly dustless will have one great advantage not enjoyed by those who have in charge the work of everseeing any other stretch of highway in this country because they will not have to make any provision for either horses' hoofs or narrow wagon and buggy tires. No ansouncement has been made regarding details of the construction of the highway, but it is understood that the managers of the project have devoted considerable thought to the devoted work of the road making and it part of the road making, and it seems quite likely that they will try out many of the various methods being urged as pana-ceas for the dust evil, building four or five es according to the regulations cribed for the different remedies

states, some with oil and some with tar as a urface dressing, in an effort to discover some method of treating roads that would prolong their usefulness and reduce the dust nulsance, but in a great many instances the work has been done hastly or without proper planning and supervision. Oiling the roads has un-doubtedly been done with more intelligent planning in California than in any other State, and that State has many more miles of high-ways that have been treated with oil than any other State in the country. The State highway commissioner, N. Ellery, in his biennial report recently made public outlines some principles which are of vital importance in the successful application of oil as a road dressing. the main consideration being that a good road and have no more than 3 per cent. of foreign matter and water. In his report Commis-

matter and water. In his report Commissioner Ellery says:

"No material is quite so important to our road improvement as crude asphaltic oil. It may be used as a dust preventive, a roof to shed the rain water from the foundation and as a lubricant to reduce the rate of wear to the road surface. Upon inspection of oiled roads of this State it was found that no general system prevalled. In many cases oil was applied to a rutty road, uneven and worn out, and then allowed to collect in puddles. This was labelled an oil road. It takes but a short time to lose faith in work under such methods, and it has been due to this lack of preparation that so many counties have discontinued the use of oil. However, such work was not found on all roads visited, as several counties in California have excellent oiled roadways. A good oiled earth highway was particularly noticed in Supervisoral District No. 2, Yolo county, where a highly intelligent use of oil may be seen on the Winters-Davisville road. Here is an earth road of splendid cross section, prepared and oiled at a cost not exceeding its per mile and greating a road at this figure if for heavy travel as well as light vehicles.

"The roadway is first out to the cross section desired, with the crown easily decreasing in elevation to a slight sutter about seven leet from the property line, and from this point there is a rise to the edge of the right of way. The crown is not excessive, perhaps eight inches, thus giving ample opportunity for a lateral spreading of the travel. After the road is cut to a hard, even base and sil weak spots remedied oil is applied at the rate of one gallon to the square yard of aurface, then the grader, seturns the earth, which was pised at either side of the road to be treated, immediately over the oiled portion. While this is being done a drag attached to the rear of the grader and attached drag go over and smooth the surface on the road surface, and if allowed to continue without any further work a very inferior road, would result. But the grad "No material is quite so important to our

scarcely any indentation or drag to the trac-tive power.

"Another item of interest and discussion in connection with oil for road building is whether it should be applied hot or cold. Good roads have been obtained by either process, but as cold oil is considerably cheaper my preference is for cold oil, allowing, how-

process, but as cold oil si considerably cheaper my preference is for cold oil, allowing, however, that where oil is very heavily asphalted heating may be required to give fluidity enough to apply the oil.

Roads made of earth present the easiest mode of construction and are, the least expensive, when first cost only is considered, but as such to have good roads require constant attention. They should be properly drained to meet all conditions of rainfall and crowned sufficiently to create a roof for the water to run off. Where oil is to be applied, the road bed should be cut out evenly and compactly and solidly, in no case, however, leaving weak or wornout spots. Upon this should be applied from three-fourths to one gallon of good asphaltic oil to the square yard, the amount varying to meet special conditions, and then immediately covered with almost four miches of earth. If sand or fine gravel is readily available, employ this material, as it gives a better body to the artificial bitumen.

Then compact by rolling the earth upon the

LEXINGTON TURF NOTES. Salvidere Well Up on the List of Winning

LEXINGTON, Ky., Feb. 2.-Of money wining geldings of the American turf Salvidere's earnings as a two-year-old in 1906 have put him eleventh on the roll of honor. Proctor Knott, Chaos and Sir Francis are his only rivals among the money winning two-year-old geldings. Raceland is still the champion money winning unsexed American race-horse, with earnings of \$121,920 to his credit. The only other two geldings to win over \$100,000 are Strathmeath and Banquet.

Out of Sight, Fred Foster's old bread winner, has had three successive foals at Marchmont Farm and John Ireland now has a two-year-old out of her in training at Memphis which he regards very highly. When Out of Sight quit the turf Foster sent her to Ohio and seemingly forgot all about her, at least he let a large feed bill accumulate against her, which resulted in her at last being offered for which resulted in her at last being offered for sale on a court judgment. Jim Hukill, the manager of Marchmont Farm, saw the advertisement of the mare and he slipped over Ohio and bought her at a bargain. The foal she was then carrying, a filly by Fabulous, sire of Ace, is now in the stud at Marchmont as a three-year-old. She showed good speed as a yearling, but she was ailing as a two-year-old and so was not trained at that age. The two-year-old Ireland has out of her at Memphis is a filly by the good English race horse imp. Carlton Grange. Reference to Out of Sight recalls the once famous Western racetrack plunger Frank Shaw, who several times while she was a member of Fred Foster's racing stable made killings on her.

The following four two-year-olds are said to be the pick of Julius Bauer's stable this year and his chief reliance for his invasion of the metropolitan tracks this season:
Bay colt, by Mesmerist—Miss Longford, by Longfellow; chestnut colt, by Previous—Seina, by imp. Esher; brown filly, by Previous—Hatasoo, by imp. Albert; brown filly, by Previous—Disadvantage, by imp. St. George. The colt out of Reina and the fillies out of Hatasoo and Disadvantage are their first foals.

J.E. Madden went East last Wednesday to

first foals.

J.E. Madden went East last Wednesday to Take a look at the New York trotting sale and visit his training stable at Bennings on his way home. He has now upward of twenty horses wintering at the Washington track, the bulk of which are two and three-year-older Reports from Louisville are to the effect

the bulk of which are two and three-year-olds. Reports from Louisville are to the effect that the black filly by imp. Ogden or imp. Planudes, out of the noted race mare imp. Lambent is a real sensational filly and can run rings around anything else in the race stable of Henerson & Granger. That firm paid only \$350 for this filly as a year-ling last summer. Lambent has already, produced a good winner in Crowshade. Henerson & Granger will only race their string in the West this year. The horses in this stable have been declared out of all Eastern engagements.

Tom Welsh, trainer for the Newcastle stable of Miller, Bishop & Painter, during his recent trip to Kentucky expressed himself as greatly fanoying a two-year-old by inspector B, that Milton Young has in training at the Kentucky association track. This is the youngster Young has staked well in the East and which will go to the metropolitan tracks in the spring in the stable of W. H. Laudaman. Inquisitor, one of the best breadwinners Welsh trained last year, was a son of Inspector B, and the frish horseman holds a warm spot in his heart, as a consequence, for anything sired by that son of old Enquirer.

ENTRIES FOR FLATBUSH STAKES. Many Highly Tried Two-Year-Olds Named for the \$10,000 Classic.

\$10,000 Flatbush Stakes for two-yearolds, which will be run as usual at Sheepshead Bay in the fall, drew sixty-seven nominators on January 2. As the event will close on July 15, it may be realized that this big race will-probably attract every two-year-old of championship quality to the post. Coming, as it does, directly after the Futurity, the weights arranged at seven pounds below the scale, with a five pound penalty for winning \$5,000 after August 15, and a ten pound allowance for maidens, the Flatbush is always a fair test and never fails to atalways a lair test and never talls to attract a great attendance. So far the most notable entries are August Belmont's Mad Harry, Raymond, Priscillian and Black Oak, whose pedigrees are printed elsewhere, and a. J. Joyner's Golden Pearl, by Golden Garter— Pearl V., a half brother to Water Pearl. James R. Keene has named ten colts, who

have not received names as yet, but who are bred in this way b. c., by Commando—Royal Rose; ch. c., by Commando—Rair Vision; br. c., by Ben Brush—Rosegarland; ch. c., by Disguise—Hampton Belle; b. c., by Ben Brush—Noonday; blk. c., by Commando—Pastorella; bi. c., by Disguise—Rhodesia; blk. c., by Kingston—Dominoes; ch. c., by Commando—Maid of Erin; ch. c., by Disguise—Onawa. It is natural to believe that in view of the importance of the Flatbush these are about the best youngsters in the Keene barn.

The Newcastle Stable, for which Walter Miller will ride, has six aligibles, a colt by Pontiac—Madelaine, a colt by Star Shoot—Spindrift; a colt by Flortzel—Ballantrae, a colt by Blues—Concha, a gelding by Prince of Melbourne—Homespun, and a filly by the \$50,000 Nasturtium—Admiration. C. E. Rowe has nominated a colt by Cesarion, the sire of Sewell, out of Tody Smith. Barney Schrieber's mominations are Tom Shaw, b. c., by Sain—Belle Ward: Chief Desmond, b. g., by Rannockburn—Sister Josephine, a half-sister to Nealon, and Lotus Brandt, b. f., by Sain—The Kitten.

M. L. Schwartz, the Wall Street man who made his bow as an owner last year with Far West, Bat Masterson and Penarris, has named four highly tried youngsters for whom he paid handsomely as yearlings. One is Pomander, a colt by Hamburg—Peg Woffingtan, a full stother to H. P. Whitney's Pegasus. Another is a colt by Blues—Divide, a third is Bonnie Alan, by Alan-a-Daile—Bonnie Blue, while the fourth, unnamed as yet, is a colt by Plaudit—Dossie.

Robert Tucker, the former trainer of the late S. S. Brown's horses, has nominated Rosebloom, a full sister to Mr. Belmont's Rosemount: Woodland, a half sister to Woolwich, and Jane Swift'a filly by Handspring—Phantom Belle. H. P. Whitney has nominated a full brother to the great Burgomaster, who has top weight in the Suburban and the Brighton this year; also a colt by Sandring-ham—vespers. Rose; ch. c., by Commando—Fair Vision; br. c., by Ben Brush—Rosegarland; ch. c., by

oil, and care for your roadway with a drag and grader as previously oldlined.

Where the roadway is composed of earth containing alkali or lime a different plan as the property of the cold is denteranced by either material into two substances, petroiene and aphabilium, either of which taken separately has any road value. Therefore to obtain in aphabilium, either of which taken separately has any road value. Therefore to obtain in a substances, petroiene and aphabilium, either of which taken separately has any road value. Therefore to obtain in a substance of the larger and heavier part of a screened roling, and then apply four or fave inches of the larger and heavier part of a screened roller, and then apply about a guilon of oil to the square yard of surface. Upon this apply about three inches of fine gravel and and, and then thoroughly roll again. The same of the same and and, and then thoroughly roll again. The same and and, and then thoroughly roll again. The same and and, and then thoroughly roll again. The same and and, and then thoroughly roll again. The same and and, and then thoroughly roll again of oil its the square yard of surface, agoording to foundation, of crushed rods is also applicable to macadam construction. On the subgrade from four to are rolled. On this apply one gallon of heavy asphalle oil per square yard of surface, and then apply one gallon of heavy asphalle oil per square yard of surface, and then apply and the property followed the surface of the roadway. The surface of the roadway, because the property followed out, will give exceedingly gratifying results. If the property followed out, will give exceedingly gratifying results. If the property followed out, will give exceedingly gratifying results. If the property followed to the well as a policy of the property followed out, will give exceedingly gratifying results. If the property followed to the well as a policy of the property followed to the property followed to the property followed to the property followed to the property fol

trifle more than 150 pounds. Ryan came into prominence as a first class pugilist in 1888. He knocked out many good men and soon came to be regarded as one of the greatest boxers in the world. He was practically invincible until he met Kid McCoy at Maspeth. McCoy had been Ryan's pupil almost up to the date of this match, and when it came time to get into the ring the wily Kid caused a story to be carried to Ryan that he was in anything but proper trim. But when the fight began McCoy, who was in wonderful form, actually caught Ryan napping and put him away with a terrible beating. That was the only crushing defeat that Ryan ever

sustained in his long career.

When Jeffries was matched to fight Fitzsimmons the first time Ryan took hold of the boilermaker and taught him the intricacleverness that Jeffries used with success against the veteran Cornishman and it won the championship of the world for him. In view of the failure of George Lavigne and Young Corbett to "come back" in recent battles, many ring followers will await the result of Ryan's tilt with Barry with unusual interest. The battle is scheduled to take place at Whitington Park for a moderate purse. If Ryan wins he will be in a position which will be arranged as soon as possible.

guided promoter will offer \$10,000 for a finish fight between Young Corbett and Kid Herman, both back numbers. It is possible, however, that somebody is trying to get a little free lucky if they got half this amount to box at

Meanwhile Tex Rickard, who is in Goldfield, has been heard from in this manner: "I think a return match between Gans and Nelson would be the best card we could arrange. I will guarantee to pay Nelson \$15,000, battle, and will give the same amount to Gans, If they agree I will pull off the fight at Ely on the Fourth of July, as I know that it would raffroad officials have talked with me about another Gans-Nelson fight and have promised to make cheap excursion rates from all points. If necessary I feel sure that I can raise \$100,000 out: that is all reference to fighting either Joe Gans or Jim Jeffries. It would be ridiculous to match him against either of these men. When Rickard made this statement Gans's manager, who was present, said that a fight with O'Brien would be worth a \$40,000 purse and that if the match was made Gans would be willing to bet heavily on the side in order to show that he was not out for the loser's end. Under the circumstances it is suasion to bring Gans and O'Brien together as soon as he is convinced that Nelson does not care to talk business.

There are two reasons why the promoters at Tonopah are freezing up on the proposed Clans-Britt fight. One is the positive statement made by Cyclone Johnny Thompson that Britt offered him \$2,000 to "lay down," Britt in Madison Square Garden last sum in spite of weak mental and physical con-dition, made the overrated California boxer look like a green amateur. Britt, from all ac-counts, is not regarded as the equal of Kid Herman, who was easy for Gans on New Year's Day.

It was reported here yesterday that Joe McGinnity, the noted pitcher of the New York Nationals, had quit the diamond permanently to assume the management of the busines which his father, who died recently, built up at McAlister, I. T. When McGinnity wound up the season last fall he told some of his friends that he might not return. He said that he believed his career as a ball player was near an end and that rather than be traded by the New York club he thought it best to get out of the game voluntarily. McGinnity was re-cently mentioned unofficially as part of a deal to be made with the St. Louis club for Pitcher Buster Brown, but this proposition fell through when the St. Louis manager made exorbitant

The Iron Man was a great help to Mathewson in pitching McGraw's men into two cham-pionships, but last year he was batted so heavily on many occasions that some of the fans began to feel that he had seen his best days, He was brought from Indian Territory to Washington Park by the Brooklyn club more than ten years ago, and helped to win pennants as a member of the Brooklyn and Baltimore teams. If it is true that McGinnity has wound up his engagement with the New York club many baseball fans will miss him during he games to come. But it is just possible that the crack pitcher may be trying to force the New York club to raise his salary for this year, as a threatened retirement sometimes accomplishes much when a player's services are indispensable.

George B. Dovey, who recently raised a laugh among baseball men by first offering \$25,000 for Brown and Kling of the Cubs and later \$50,000 for Walsh, Altrock and Sullivan of the White Sox, has just returned from Chicago to the Hub, where he announces that he has signed a battery of unknowns taken from the Trolley League of St. Louis. Dovey, who owns the Boston Nationals, says that the new players are Boultes, a pitcher, and Orondorff, a catcher, both six footers. Boston magnate, however, admits freely that he will not pay these phenomenons \$20,000 apiece for the season's work.

The Boston Americans will probably take the field made up in this manner: Pitchers, Young, Tannehill, Winter, Dineen, Gibson and Harris; catchers, Criger, Shaw and Arm-Collins and Unglaub; outfielders, Stahl, Bar-Hoey and Freeman. Manager Stahl will also have several promising young minor league players to develop. If Criger and Collins can play up to their old form the Beaneaters may make a pretty game fight

According to the major league schedules as they will be offered for adoption there will

be only six conflicting dates between the two New York clubs. Two of them will be on Labor Day and only one on a Saturday.

3 Charley Ellison, the plunger, has been noti-fied by the Jockey Club that he cannot use the name "Governor Hughes" for his Sir Dixon colt, who is a half brother to Salvidere, solting \$3,000 as a yearling. No explanation accompanied the notice

W. K. Vanderbilt won \$225,000 in stakes and purses on the French tracks fast year, leading the other owners by a wide margin. Lord Derby was the biggest winner in England with \$165,000, while James R. Keene led all competitors in this country with \$150,000.

IRISH TERRIERS FROM ABROAD. Blarney Evergreen Imported by J. G. Bates

A high priced importation of three Irish terriers that will strengthen the breed in this country has been made by John G. Bates of Cedarhurst. The dogs arrived at the kennel in hard, clean cost and they will not reveal any travel marks when under fiedgment at the Westminster show. They are Blarney Evergreen, a seven-months-old bitch that won all her classes and also the championship at the National Terrier Club show this month in England; Blarney Paddy, a winner at Harrogate, the only time shown, and Blarney Grip, formerly Earl of Desmond, a grandson

Grip, formerly Earl of Desmond, a grandson of Champion Straight Tip, whom he will meet at the show.

J. Sergeant Price will have a large class of Irish terriers to pass on, but the imported trio, especially Blarney Evergreen, should hold their own. This one is in the running with Historian, Celtic Badger, Cairnsmuir Claire, Rowsley Betty and dogs of that calibre. Blarney Evergreen has a splendid head; heautiful little ears, excellent coat, with fine fropt, quarters and teet. She is by Champion Paymaster, dam Eiderdown, a big winner, and comes from the kennels of R. Everill, Westbury-on-Trym, England, from whom Mrs. Eloise Kernochan purchased her noted Champion Erminie.

AUTOMOBILE NOTES.

The latest use to which the motor car has been put is for advertising purposes exclusively. The advantage of this has been demonstrated by a large mail order concern located in Buffalo, N. Y., during the last two years. At the present this concern has twenty motor cars in its service. Five of these are large gasoline trucks. During the last two years twelve standard Peeriess touring cars have been purchased by this one concern. cars have been purchased by this one concern. Six of these Peerlesses were 1906 Model 14, purchased for the owner's private use. The other six Peerlesses were 1907 Model 16, purchased by the company to be used by visitors to the factory. The ears are sent to the hotels for the visitors and they are carried to the factory and should they have any spare time and desire to drive around Buffalo or to visit Niagara Falls, these cars are at their service. This is without doubt one of the most novel means of advertising that this concern could possibly undertake. Visitors always prefer to be met at either the station or hotel and do not have to rely on the ordinary means of transport to take them to the factory.

It will be seen by this purchase that the motor car is playing an important part in the commercial life at present. This is an expensive method of advertising, and it can be seen that the outlay at the outset is a great many thousand dollars, to say nothing of the cost of maintenance and securing competent drivers for the cars. This company their patrons on such a large scale. There are a few concerns in this country who maintain one or two cars for the benefit of their purchasers. The Peeriess cars recently purchased are the new 1907 30 horse-power model, recently on exhibition in Madison Square Garden and which will be on exhibition at the Coliseum in Chicago during the week of February 2-9, 1907. No advertising is placed on the touring cars, but the mere fact that to their guests is a fact that causes considerable comment. This one purchase alone is without doubt the largest order placed with any automobile oncern by one company in the annals of auto-

Announcement is made by the Ford Motor Company that beginning February 1 the price of the famous Ford four cylinder runabout will be \$600. This will be no surprise to those familiar with the stuation, particularly as the Ford Company has intimated from time to time in its advertisements

that the price might be advanced.

Conditions over which Ford has no control are responsible for this change, for be it said that it is made much against Mr. Ford's own wishes. He has always asserted that a first class runabout would be made and sold for \$500 and during the last year has been backing up his statement by putting out the goods. He has suffered no change of heart, but the unprecedented prosperity of the country and the increased price of all materials, due to excessive demand, have made it impossible to aluminum, brass and other metals as have been used in its construction, and have anything left after selling it at \$500. The Ford Motor Company encountered these conditions when it came to making new contracts for materials, and an increase of price for the finished product was there

equipped with 28x214 inch tires. The purchase had the option of 3 inch three at \$50 extra, and it was found that fully 95 per cent. of them preferred to pay the extra price for the larger tire equip-ment. The machines are now being put out with 3 inch tires as standard equipment so that of the advance of \$100 in price, \$50 is tire money which has been paid in the past for the same thing. Hereafter there will be no option as to tires, all cars

The demand for high grade automobiles that have seen-a year's service or less has not abated in the least, and dealers who have attained a position of preeminence in the confidence of the public
are transacting a large volume of business. Harry
S. Houpt of the company which bears his name
states that this branch of the business is a most important one, and that each succeeding season will
see more of the big retailers waking up to this
fack, A special department has been set aside
in the Houpt company's new building for the
caring of cars that the company takes in trade,
and before one of them is put on the salesroom
floor it must look practically as well and show the
same degree of efficiency as it did when new.

The principal make of cars that go through this
department are the product of the E. R. Thomas
Motor Company, for which the Harry S. Houpt
company is the agent in this vicinity. During the
last three months batches of four, five and six cars
have passed through the Houpt rejuvenating process and all are now in operation. The last batch
came through jast week and include a landaulct,
a limousine and three touring cars. Looking over
them on the floor the average person could not
tell the difference between them and new models
of the 1907 vintage. Overhauled and repainted
futed with expensive sip corners and with extras
that cost hundreds of doilars, they look the part,
Listed away below the original cost it is not surprising that many careful buyers prefer them to
models of inferior horse-power that would cost
just as much. tion of preeminence in the confidence of the public

models of inferior horse-power that would cost just as much.

Starting in on their second season in their new building on upper Broadway, C. A. Duerr & Co., agents for the Royal Tourist, are congratulating themselves on their foresight in moving up so far on Broadway. The situation unquestionably is ideal for handling high class trade, being close to the Park and Riverside Drive and not too conjested by traffic. Two years ago, when the auto trade was centred around Thirty-eighth street and Broadway, the average retailer would have ridiculed the suggestion that any of the Big dealers would locate so far up. Even the Royal Tourist establishment is not so far away when one finds that the Autocar and others are located still further up the line. It is quite within the realms of possibility that the near future will see that section of Broadway in the Seventies the centre of the retail automobile trade. The officers of the Reyal report business in a flourishing condition and for this season of the year the largest in the history of the company. The last two weeks have seen an unusual demand for enclosed cars and as the Royal factory is not at the mercy of the body builders 0. A. Duerr & Co. have been able to meet the pressure.

W. E. Kibbe of Hartford, Conn., writes the Elec-

& Co. have been able to meet the pressure.

W. E. Kibbe of Hartford, Conn., writes the Electric Vehicle Company of a most interesting overland trip made in his 18 horse-power Columbia touring car from Hartford to Ormond Beach. Mr. Kibbe drove his car from Hartford to New York and from there shipped it to Jacksonville, Fla. Despite the protests of the local garage men that the trip from Jacksonville to Ormond could not be made. Mr. Kibbe undertook the journey, He wandered twenty miles off the main route and finally brought up at a turpentine camp, the owner of whitch declared that he had never before seen an automobile. Mr. Kibbe finally reached the right road and arrived in Ormond in time to witness the races. The entire trip was made without any difficulty, and Mr. Kibbe had no occasion to repair the car, although the roads were wretched. Inasmuch as he had no tire troubles the trip is really noteworthy.

A somewhat extraordinary record for the service is reported by Willard Emery of Alley & Emery of Boston in a letter to the Diamond Rubber Company. On the left front wheel of his Locomobile Mr. Emery has run a Diamond wrapped tread the 29,500 miles, with an repairs whatever except once retreading. This tire has seen all the others on the car changed for new ones, but has held its own against even these. The remarkable service of this tire-suggests a question often asked of the manufacturers: Why is it possible for one lire in a set to give much greater mileage than any of the others? The answer the Diamond the makers, give is that as long as a wrapped lire tread escapes cuts, &c., and is kept thoroughly inflated it has only to resist the natural wear of service and its internal strength is not deteriorated. But as it is impossible to say at what moment the tire will be badly cut or similarly injured, admitting moisture to the fabric, there is no knowing just what the maximum mileage any tire can give may be. The record Mr. Emery made is interesting

Every designer has one or two pet theories, usually good ones, but naturally the balance of the car is apt to suffer.

The American Mors has a jury of French and American designers. That is why it is conceded to be "the perfectly balanced car."

French brains are matched against American brains.

French tests are matched against American tests. The sum total of the two produces the American Mors.

A triumph of structural strength combined with compact solidity and correct style.

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All Bodies of the Most Perfect Designs-Complete Equipment.

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L. A. Hopkins, Manager of New York Branch

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Automobile Bargains.

are the largest dealers in new and second Automobiles in the world, carrying in stock 500 machines. always on hand. Do not buy e you see our line; it will pay you.

SEND FOR OUR BARGAIN LIST.

Times Square Auto Co., 215 W. 48th (W. of B'way). 'Phone 3423-Bryant.

as showing a tire's possibilities when mishaps are escaped.

The following facts bear testimony to the merits of the Dorris cars:

The agent in St. Louis sold their 2908 demonstrating car, which listed at \$2,500, for \$2,100.

The agent in Los Angeles delivered their demonstrating car to a customer the other day for the list price after he had used it for the entire season. An agent in Pittsburg has offered to take the agency for the Dorris if the factory will only deliver him two cars this year and he will immediately contract for forty 1908 cars, paying a deposit of \$250 a car.

Last week the factory was visited by three differ-\$250 a car.

Last week the factory was visited by three different concerns from Boston, who are anxious to secure the agency of this car, which is so famous in the West and which has taken such a hold upon the Eastern public.

in the West and which has taken such a noid upon the Eastern public.

A most attractive proposition is now made by the Oldsmobile Company of New York. It offers the 1997 chassis with both a Palace touring car body and a limousine body. In announcing the price Gen. John T. Cutting says: "Two cars for four thousand dollars." The operation of changing the bodies is very simple and can easily be done in less than as hour. In making this attractive offer the Oldsmobile Company of New York caters to those motorists who desire a car for use both whiter and summer and yet do not want to have two separate cars. The removal of six bolts is all that is necessary to detach either type of body preparatory to replacing it with the other.

Among the recent sales made of Frayer-Miller cars is a 50 horse-power four cylinder, seven passenger touring car to J. Koch of Newark, N. J.; six cylinder limousine to W. Dickson Ellis of New York: 50 horse-power, four cylinder, seven passenger to A. E. Dowler of Staten Island, and a 50 horse-power, seven passenger touring car to Dr. William E. Butler of Brooklyn. Prospects are looking very bright and a big season is anticipated for the new type 50 horse-power Frayer-Miller cars. There is also a big demand for 24 horse-power tourabouts, which is a very neat and speedy car. the recent sales made of Frayer-Mi

Percy Owen, who has just commenced the importation of Bianchi cars, has now completed the furnishing of his salesroom at Broadway and Seventy-second street, and will sall on the Deutchland for a month's visit to the Bianchi factories in Milan. The Bianchi factories are among the largest in the world and everything from trucks to 90 horse-power racing cars is produced there. Mr. Owen expects to increase his early deliveries and to perfect his contracts.

The Winton company annuances that it will shortly open its branch house in Detriot. From this annuancement it is evident that the Winton company finds the branch house plan profitable, for such establishments have been conducted for several years in New York, Boston, Philadelphia, Cleveland. Chicago and London, in addition to which a Winton branch was opened in Pittsburg about a year ago.

What is an advertisement? Or how much attention must persons or companies attract to themselves or their product to be advertising it? These are questions that have been brought foreibly to the attention of Arthur M. Robbins, manager of the New York retail branch of the Aerocar Company. He is now trying to find a definite answer. Last week he was driving his Aerocar through Central Park when he was stopped by the police and invited to make a trip to headquarters. The license number was displayed, he was travelling along well within the speed limit, was on the right side of the street and therefore began to believe that he was the victim of a bunch of rural constables on some country road. He was emphatically told by one of the lucecoats that he was displaying an advertisement in this great park. At first he could not realize what they were talking about and had a good notion to open up the throttle, throw in the dutch and be out of it with one big lurch of the

The A. G. Southworth Company, Inc., which handles the Pope line in New York and Brooklyn, reports the following recent sales of 1907 cars:
Pope Toledos—A. J. Lester, M. J. Warmer, Robert R. Sizer, Frank Bradley, L. E. Raff, H. S. Kermer, A. S. Thompson and W. G. Bushnell.
Pope-Hartfords—S. Townsend Titus, Augustus H. Sell, F. A. Merriam, Frank A. Kately, James H. Ottley, A. E. Fountain, Edward A. Ohoate, A. B. Gaines, T. W. Decker, Henry H. Cone, W. T. Mertz, Hammond Taibot, Waiter S. Benedict, Augustus Cheesebrough, H. C. Record and Charles T. Obermeyes,

John D. Rockefeller had his new Packard car equipped with the Truffault-Hartford shock ab-sorbers at the Hartford Suspension Company's factory this week. Mr. Rockefeller has used these shock absorbers on all his cars for the past three

Six cars per week—or one each day—are being shipped from the works of the Lozier Motor Company at Plattsburg, N. Y., and during Pebruary and March the output will be increased to eight per week. As the Lozier company claims to make practically every part of the car from rough stock in its own works this is an unusual product for a car of its class. Shipping facilities in the Lozier works have been greatly improved. The railroad company has built its tracks into the large building used for assembling. A travelling crane operated by compressed air has a ten ton capacity, and one man can by its aid carry a complete car from one part of the building to another with the greatest case. An industrial railway wish various branches and switches extends throughout the entire plant, entering all buildings. Facilities for the economical handling of cars, castings, and material are a very important factor in getting out a large output, and the Lozier company is especially well equipped in this respect. Six cars per week-or one each day-are bein

MADE IN MILANO, ITALY.

The Bianchi 1907 chassis, now on exhibition at our salesroom, is the simplest car ever shown in New York The elimination of useless parts and the perfecting of details puts the Bianchi in a new class by itself. Every part reveals the master-craftsmanship of Italy. Inspec-

30 H. P. and 40 H. P. Touring Cars, ready for delivery March 1. Early dates on others.

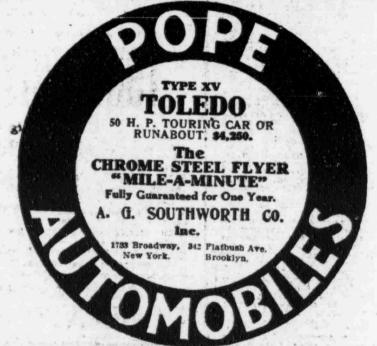
PERCY OWEN, Inc., Sole U. S. Agent, 2049 Broadway, at 71st Street, New York.

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